

Lipton Cup Regatta

June 15-17, 2018

Richmond Yacht Club

in association with St. Francis Yacht Club and

PICYA San Francisco Bay

NOTICE OF RACE

As changed by Amendment #1, 5/31/18 (Changes in **bold**)

1. RULES

- 1.1 The regatta will be governed by the rules as defined in *The Racing Rules of Sailing (RRS)*.
- 1.2 Racing on Saturday for the Sir Thomas Lipton Challenge Trophy will be umpired and will be governed by the Modified Addendum Q (attached).
- 1.3 The rules for Handling Boats, Addendum C will apply; it also applies to any practice sailing.
- 1.4 The J/22 Class Rules will not apply.
- 1.5 All competitors shall wear a PFD while on the water, other than for brief periods while adding or removing clothing. This changes RRS 40 and the preamble to Part 4.
- 1.6 Add to RRS 41: (e) help to recover from the water and return on board a crew member, provided the return-on-board is at the approximate location of the recovery.

2. ELIGIBILITY AND ENTRY

- 2.1 The regatta is open to all yacht clubs that are current members of the Pacific Interclub Yachting Association in good standing. Entrants must complete the entry form supplied by the Richmond Yacht Club (available at www.richmondyc.org) and pay the entry fee to that club.
- 2.2 After the regatta entry is accepted, eligible clubs may charter one of the St. Francis Yacht Club J-22's by contacting Race Coordinator Graham Biehl at racing@stfyc.com. The leasing fee for this three day event is \$375, with a damage deposit of \$1,000 per incident. These are the only vessels eligible to race in this event.
- 2.3 The entry fee for this three day event will be \$300, payable to the Richmond Yacht Club.

2.4 There will be a late entry fee of \$100 after 5 PM on June 1, 2018 (if any of the fleet of J-22's owned by the St. Francis Yacht Club are still available). Entries will close once all of these boats are spoken for, or by June 11, 2018 at the latest.

2.5 Crews shall consist of 4 persons, all of whom shall be current members in good standing of the club they represent. Skippers must meet the requirements for each of the race divisions.

3. SCHEDULE

Race Date and Division *Time of First Warning Signal*

1 June 15 – Admirals Cup 2 PM

One race will constitute a series for this destination event. The helmsperson required to have reached his or her 60th birthday by June 15, 2018.

1-7 June 16 – Sir Thomas Lipton Challenge Trophy 11 AM

Up to 7 races will be held, with a minimum of two races required to constitute a series. The helmsperson shall have reached his or her 25th birthday by June 16, 2018.

1 June 17 – Larry Knight Noon

One race will constitute a series for this destination event. The helmsperson is required to be a female.

4. SAILING INSTRUCTIONS

The sailing instructions will be available by 9 AM on June 15 at the St. Francis Yacht Club and by 9 AM on June 16 and 17 at the Richmond Yacht Club, and on the RYC website (www.richmondyc.org) by 9 AM on **Monday, June 11**.

5. THE COURSES

The courses to be sailed will be as follows:

1. The Admirals Cup Race will be a short distance race, starting at the St. Francis YC race deck and finishing **at the Richmond YC race deck on the RYC harbor breakwater.**
2. The Lipton Pacific Coast Perpetual Series will take place in the Southampton Shoal area. It will consist of short windward/leeward courses or variations of these using temporary buoys.
3. The Lipton Challenge Trophy Race will be a short distance race, starting at the RYC committee boat in the Southampton Shoal area, and finishing at the St. Francis YC race deck.

6. SCORING

6.1 The Low Point system will apply.

6.2 One race will constitute its own series for each of the Friday and Sunday events. A minimum of 2 races are required to constitute a series for the Saturday's Lipton Cup Perpetual Series. Up to 7 races will be held that day, with no throw-outs. This changes rule A2.

6.3 Scoring for the entire regatta, which will determine the winner of the Lipton Pacific Coast Perpetual Trophy, will be by combining the overall results of each of the three days of racing. Saturday's results will be scored with double points. In the event of a tie score between two or more boats, they will be ranked in the order of Saturday's results.

7. CLUB IDENTIFICATION ON BOATS

The club name shall be displayed on the starboard side of the mainsail; this will be supplied by the Organizing Authority. Each boat will display their club burgee on the backstay; the club shall provide the burgee to be displayed (minimum standard size of 12" x 18").

8. SUPPORT AND SPECTATOR BOATS

Support boats may be available to transport competitors and club members between the Richmond Yacht Club and the St. Francis Yacht Club on Friday morning and Sunday afternoon. In the spirit of fostering friendly inter-club competition and interaction, spectator boats are encouraged to view the racing (primarily on Saturday, June 16). The Richmond Yacht Club will attempt to provide spaces for spectators from the participating clubs who would like to go out and view the racing on Saturday.

9. BERTHING

Berthing for the racing fleet will be available at the St. Francis Yacht Club docks on Friday prior to the first race and on Sunday following the final race. These boats are to be returned to the St. Francis Yacht Club dock following the finish of the Sunday race for check-out. Berthing for the racing fleet will be available at the Richmond Yacht Club on Friday following the race until Sunday prior to that race.

Berthing will be available for as many support and spectator boats as possible at the Richmond Yacht Club, primarily on Saturday afternoon and overnight.

Please contact the RYC harbor master John Dinwiddie at 510 234-6959 (harbormaster@richmondyc.org) to arrange berthing.

Please contact the St. Francis Waterfront Director **Chase Bargemann at 415-813-9741** (docks@stfyc.com) to arrange berthing on Friday or Sunday afternoons.

10. HAUL-OUT RESTRICTIONS AND BOAT OPERATION

Boats shall not be hauled out during the regatta except with prior written permission of the judges. Cleaning of boat underbodies after they are launched is not allowed (except to remove objects caught on the keel or rudder). Competitors must comply with the rental agreement of the St. Francis Yacht Club during the course of this regatta.

11. RADIO COMMUNICATION

Except in an emergency, a boat shall neither make radio transmissions while racing nor receive radio communications not available to all boats. This restriction also applies to mobile telephones. Listening to announcements over the VHF radio from the race committee is encouraged.

12. PRIZES

These races are competing for the traditional perpetual trophies provided by the PICYA. Take home and participation trophies will also be provided.

Three trophy presentations will take place:

1. At RYC on the evening of Friday, June 15 for the Admirals Cup Race, with the second place Valhalla Cup also awarded.
2. At RYC on the evening of Saturday, June 16 for the Sir Thomas Lipton Challenge Trophy, with the Edward E. Peck Trophy awarded for second place.
3. At the St. Francis YC in the afternoon of Sunday, June 17 for the Larry Knight Trophy, with the second place Treasurer's Cup also awarded.
4. Please note that the Lipton Pacific Coast Perpetual Challenge Trophy will be awarded to the club with the top combined scores.
5. Please also note that while take-home trophies will be awarded during the above three presentations, the actual perpetual trophies will be awarded at the South Beach Yacht Club PICYA event in October of this year.

13. DISCLAIMER OF LIABILITY

Competitors participate in this regatta entirely at their own risk. See rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

14. SOCIAL ACTIVITIES

This event is held to promote friendly inter-club rivalry for our Bay Area yacht clubs and comradery for our sailing community. Additional events are planned for Saturday afternoon and evening, which may include stand-up paddleboard (SUP) races in the RYC harbor and a liars' dice tournament Saturday evening in the upstairs dining room. Members of participating clubs are encouraged to attend – coming by car or boat.

There will be some refreshments provided on Friday afternoon, and both participants and club members are invited to RYC's regular Friday night dinner service. There will also be a dinner available for participants and guests on Saturday evening. Following the final trophy presentation on Sunday at StFYC, participants and guests are invited to have dinner in the Grill Room; obtain guest cards at the front desk.

Regatta Chair: Kim Desenberg kimdesen@gmail.com

ADDENDUM C - HANDLING BOATS

1 GENERAL

While all reasonable steps are taken to equalize the boats, variations will not be grounds for redress. This changes RRS 62.

2 PROHIBITED ITEMS and ACTIONS

Except in an emergency or to prevent damage or injury, or when directed by an umpire otherwise, the following are prohibited:

- 2.1 Any additions, omissions or alterations to the equipment supplied.
- 2.2 The use of any equipment for a purpose other than that intended or specifically permitted
- 2.3 The replacement of any equipment without the sanction of the RC.
- 2.4 Sailing the boat in a manner that it is reasonable to predict that significant further damage would result.
- 2.5 Moving equipment from its normal stowage position except when being used.
- 2.6 Boarding a boat without prior permission.
- 2.7 Taking a boat from its berth or mooring without having signed the Damage Authorization Form or having permission from the RC, or, on race days, while 'AP' is displayed ashore.
- 2.8 Hauling out a boat or cleaning surfaces below the waterline
- 2.9 Attaching lines to the fabric of spinnakers.
- 2.10 Perforating sails, even to attach tell tales.
- 2.11 Adjusting or altering the tension of standing rigging, excluding the backstay.
- 2.12 Using a winch to adjust the mainsheet, backstay or vang.
- 2.13 Omitting any headsail car or turning block before sheeting onto a winch.
- 2.14 The use of electronic instruments other than hand held GPS, timers and watches.
- 2.15 Using the spinnaker pole to wing out the foresail.
- 2.16 Marking directly on the hull or deck with permanent ink.
- 2.17 After the starting signal and while sailing close hauled for more than a few seconds, the main boom position shall be controlled only by using the mainsheet, traveler and vang
- 2.18 The use of the shrouds (including any inner shrouds) above the lower bottle screw (turnbuckle) to facilitate tacking or gybing, or to aid the projection of a crew member outboard.

3 PERMITTED ITEMS and ACTIONS

- 3.1 The following are permitted.

Taking on board the following equipment:

- a. basic hand tools;
- b. electrical adhesive tape, NO DUCT TAPE;
- c. line (elastic or otherwise of 4 mm diameter or less);
- d. pencils;
- e. tell-tale material;

- f. watch, timers, hand held compass and hand held GPS;
- g. shackles and clevis pins;
- h. Velcro tape; and
- i. Spare flags;
- j. PFDs

3.2 Using the items in 3.1 to:

- (a) prevent fouling of lines, sails and sheets
- (b) attach tell-tales
- (c) prevent sails being damaged or falling overboard
- (d) mark control settings
- (e) make minor repairs and permitted adjustments
- (f) personal safety

3.3 Fixing a spinnaker sheet catcher at the bow, providing that it does not extend the length of the boat more than 100 mm and does not require any repair after removal.

3.4 Changing the number of mainsheet purchases.

4 MANDATORY ITEMS and ACTIONS

4.1 At the end of each sailing day:

- (a) rolling, bagging and placement of the sails as directed;
- (b) leaving the boat in the same state of cleanliness as when first boarded that day;
and
- (c) releasing backstay tension, provided that the slightly tensioned backstay adjustment lines will be used to secure the tiller.

4.2 At the end of each day, cleaning the boat (cabin and decks), removing all trash and removing all marks and tape, except tape applied to turnbuckles and for chafe protection.

4.3 Any request to alter, in any way, the equipment on a boat shall be in writing and worded to permit a yes/no answer.

4.4 Complying with any regulations, including speed restrictions and navigation marks, while leaving or returning to the berth or mooring.

4.5 A breach of items 4.1 and 4.2 will be considered as damage.

MODIFIED ADDENDUM Q: UMPIRED FLEET RACING FOR KEEL BOATS

(Edited/updated – 5/31/18)

US Sailing approves the use of this addendum under the provision of rule 86.3.

These sailing instructions change the definition Proper Course, and rules 20, 28.2, 44, 60, 61, 62, 63, 64.1, 65, 66, 70, 78.3.

Q1 CHANGES TO RACING RULES - *Additional changes to rules are made in instructions Q2 and Q5.*

Q1.1 Changes to the Definitions and the Rules of Part 1 and Part 2

- (a) Add to the definition Proper Course: ‘A boat taking a penalty or maneuvering to take a penalty is not sailing a **proper course**.’
- (b) When rule 20 applies, the following arm signals are required in addition to the hails:
 - (1) for ‘Room to tack’, repeatedly and clearly pointing to windward; and
 - (2) for ‘You tack’, repeatedly and clearly pointing at the other boat and waving the arm to windward.

Q1.2 Changes to Rules Involving Protests, Requests for Redress, Penalties and Exoneration

- (a) Rule 44.1 is replaced by: “A boat may take One-Turn Penalty when she may have broken one or more rules of Part 2 or rule 31 in an incident while **racing**. However, when a boat may have broken a rule of Part 2 and rule 31 in the same incident she need not take the penalty for breaking rule 31; if the boat caused injury or serious damage or, despite taking a penalty, gained a significant advantage in the race or series by her breach, her penalty shall be to retire.”
- (b) Rule 60.1 is replaced with “A boat may protest another boat or request redress provided she complies with instructions Q2.1 and Q2.4.”
- (c) The third sentence of rule 61.1(a) and all of rule 61.1(a)(2) are deleted.
- (d) A boat may not request redress under RRS 62.1(a), (b) and (d). However, the protest committee may call a hearing to consider redress under that rule if it believes that there is a significant reason for doing so. This changes RRS 62.1(a), (b) and (d).
- (e) Rule 64.1(a) is changed so that the provision for exonerating a boat may be applied by the umpires without a hearing, and it takes precedence over any conflicting instruction of this addendum.

Q2 PROTESTS AND REQUESTS FOR REDRESS BY BOATS

Q2.1 While racing, a boat may protest another boat under a rule of Part 2, except rule 14, or under rule 31 or 42; however, a boat may only protest under one of these rules for an incident in which she was involved. To do so she shall hail ‘Protest’ and conspicuously display a Y-flag (Yankee flag) at the first reasonable opportunity for each. She shall remove the flag before, or at the first reasonable opportunity after a boat involved in the incident has taken a penalty voluntarily, or after an umpire’s decision. This changes rule 61.1(a).

Q2.2 A boat that protests as provided in instruction Q2.1 is not entitled to a hearing. Instead, a boat involved in the incident may acknowledge breaking a rule by taking a One-Turn Penalty as follows:

The boat shall hail and signal with an upraised arm moving in circles to the umpires that she intends to take a penalty. She shall then take a One-Turn penalty as described in rule 44.2.

If the protested boat does not take a One-Turn Penalty, an umpire will decide whether

to penalize any boat and signal the decision as provided in instruction Q3.1.

Q2.3 At the finishing line, the race committee will inform the competitors about each boat's finishing place or scoring abbreviation. After this has been done for all boats, the race committee will promptly display flag B with one sound. Two minutes later flag B will be removed with one sound.

Q2.4 A boat intending to:

- (a) Protest another boat under a rule other than instruction Q3.2, Q4.2(a), or a rule listed in instruction Q2.1;
- (b) Protest another boat under rule 14 if there was contact that caused damage or injury; or
- (c) Request redress

shall hail the race committee before or during the display of flag B. The same time limit applies to protests under instructions Q5.4 and Q5.5. The protest committee may extend the time limit if there is good reason to do so.

Q2.5 The race committee will promptly inform the protest committee about any protests or requests for redress made under instruction Q2.4.

Q3 UMPIRE SIGNALS AND IMPOSED PENALTIES

Q3.1 An umpire will signal a decision as follows:

- (a) A green and white flag with one long sound means 'No penalty.'
- (b) A red flag with one long sound means 'A penalty is imposed or remains outstanding.' The umpire will hail or signal to identify each such boat.
- (c) A black and white flag with one long sound means 'A boat is disqualified.' The umpire will hail or signal to identify the boat disqualified.

Q3.2 (a) A boat penalized under instruction Q3.1(b) shall take a Two-Turn Penalty as described in rule 44.2.

(b) A boat disqualified under instruction Q3.1(c) shall promptly leave the course area.

Q4 PENALTIES AND PROTESTS INITIATED BY AN UMPIRE; ROUNDING OR PASSING MARKS

Q4.1 When a boat

- (a) breaks rule 31 and does not take a penalty,
- (b) breaks rule 42 or 49,
- (c) gains an advantage despite taking a penalty,
- (d) deliberately breaks a rule,
- (e) commits a breach of sportsmanship, or
- (f) fails to comply with instructions Q3.2 or to take a penalty when required to do so by an umpire,

an umpire may penalize her without a protest by another boat. The umpire may impose one or more One-Turn Penalties to be taken as described in rule 44.2, each signaled in accordance with instruction Q3.1(b), or disqualify her under instruction Q3.1(c), or report the incident to the protest committee for further action. If a boat is penalized under instruction Q4.1(f) for not taking a penalty or taking a penalty incorrectly, the original penalty is cancelled.

Q4.2 A boat shall not round or pass a mark on the wrong side. If she does so, she may correct her error as provided in rule 28 only if she does so before she rounds or passes the next mark or finishes. When a boat breaks instruction Q4.2(a) and fails to correct her error before rounding or passing the next mark or finishing, an umpire may disqualify her under instruction Q3.1(c).

Q4.3 An umpire who decides, based on his own observation or a report received from any source, that a boat may have broken a rule, other than instruction Q3.2 or Q4.2(a) or a rule listed in instruction Q2.1, may inform the protest committee for its action under rule 60.3. However, the umpire will not inform the protest committee of an alleged breach of rule 14 unless there is damage or injury.

Q5 PROTESTS; REQUESTS FOR REDRESS OR REOPENING; APPEALS; OTHER PROCEEDINGS

Q5.1 No proceedings of any kind may be taken in relation to any action or non-action by an umpire.

Q5.2 A boat may not base an appeal on an alleged improper action, omission or decision of the umpires or the protest committee. In rule 66 the third sentence is changed to 'A **party** to the hearing may not ask for a reopening.'

Q5.3 (a) Protests and requests for redress need not be in writing.
(b) The protest committee may take evidence and conduct the hearing in any way it considers appropriate and may communicate its decision orally.
(c) If the protest committee decides that a breach of a rule has had no effect on the outcome of the race, it may impose a penalty of points or fraction of points or make another arrangement it decides is equitable, which may be to impose no penalty. This changes rule 64.1.

Q5.4 The race committee will not protest a boat.

Q5.5 The protest committee may protest a boat under rule 60.3. However, it will not protest a boat for breaking instruction Q3.2 or Q4.2(a), a rule listed in instruction Q2.1, or rule 14 unless there is damage or injury.